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SKETCH DEVELOPMENT PLAN ANSON COUNTY, NORTH CAROLINA

ABSTRACT

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NORTH CAROLINA

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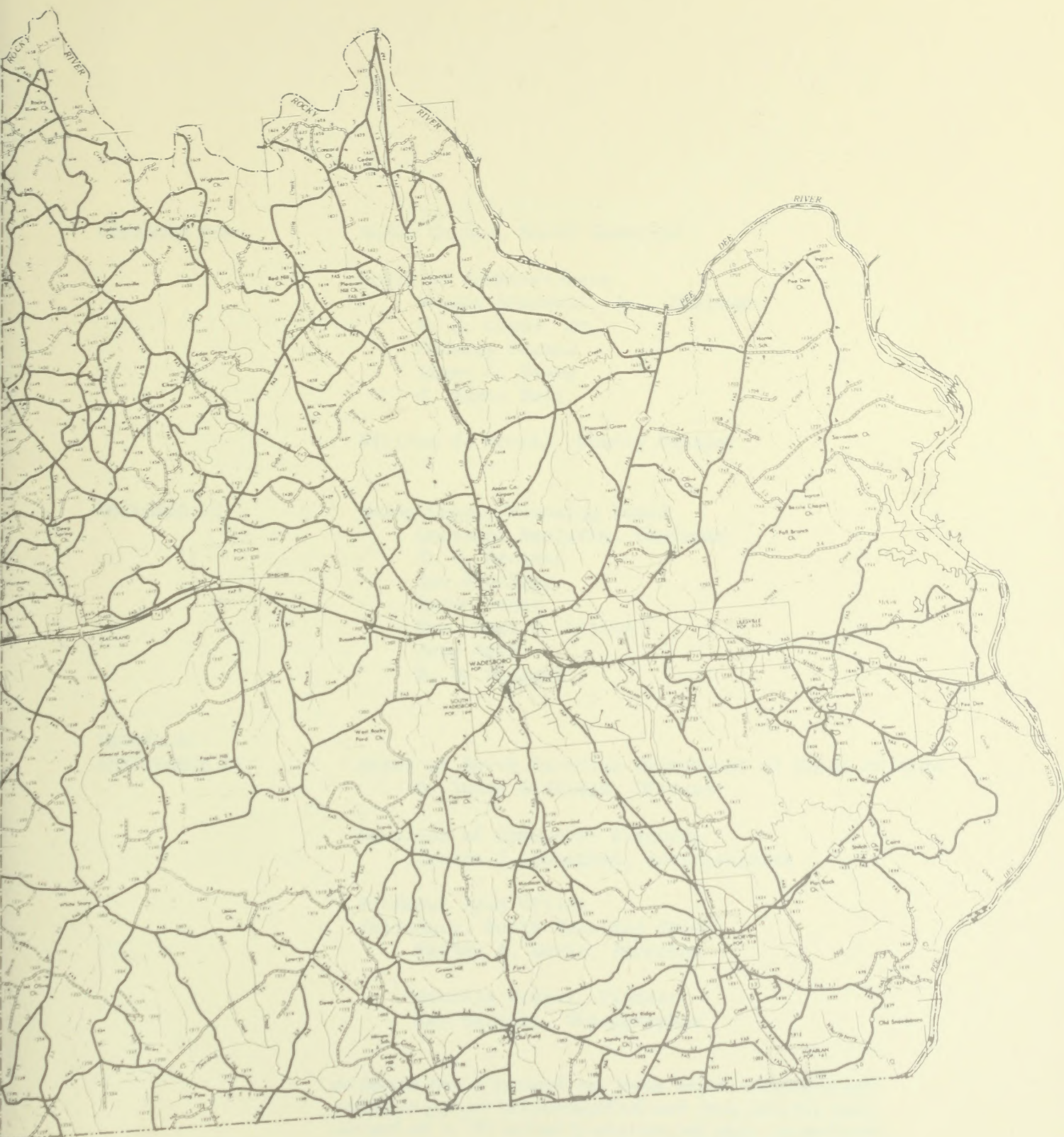
ABSTRACT: The Anson County Sketch Development Plan has
been designed to utilize all possible areas
of physical, social and economic potential
within the county. The plan is a long range
program for the efficient use of the land
resources.



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SKETCH DEVELOPMENT PLAN

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SKETCH DEVELOPMENT PLAN ANSON COUNTY, NORTH CAROLINA

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TABLE OF CONTENTS

	<u>Page</u>
SKETCH DEVELOPMENT PLAN	
Introduction	1
Planning Background	1
Planning Period	1
Regional Setting	1
The Sketch Development Plan	2
The Sketch Development Plan Components	2
Industrial Areas	3
Residential Areas	9
Commercial Areas	10
Agricultural Areas	11
Public and Semi-Public Areas	12
Transportation	15
Plan Interrelationships	20
Implementing the Plan	22
Zoning	23
Subdivision Regulations	23
Improvements Program	23
Building and Housing Codes	24
Citizen Participation	24
Other Tools	24
Priority Program	26
Summary	27

MAPS

<u>Number</u>		<u>Follows Page</u>
1	The Existing and Proposed Water System	19
2	Sketch Development Plan	19

INTRODUCTION

Planning Background

The Sketch Development Plan is the first in a series of planning documents which will be produced under the direction of the Anson County Planning Board. Planning documents which will follow the Sketch Development Plan include a zoning ordinance for selected areas of the county, subdivision regulations and a Housing Element. All of these documents and the various planning activities and implementation procedures associated with them are aimed at creating a better physical and social environment for all of the citizens of Anson County.

Planning Period

The planning period is approximately a twenty-year period from the present to 1990. It is felt that this is a long enough span for most of the recommendations of this report to be carried out. However, the year 1990 is not a target date for a static occurrence but rather a date attached to make the plan more comprehensible and to put the goals into perspective.

Regional Setting

Anson County is located in central-southern North Carolina bordering the State of South Carolina. Boundaries are: the Rocky River on the north; the Pee Dee River on the northeast and east; South Carolina on the south; and Union County to the west. Average east-west dimension is 25 miles, and north-south dimension varies from 21.5 miles on the eastern side to 27 miles on the western side. Anson County has an area of 532.9 square miles or about 344,960 acres, situated along the boundary between the Coastal Plain and the Piedmont Plateau. The Coastal Plain area (southeastern part) comprises about 17% of the total area, whereas the Piedmont Plateau comprises about 83% of the total area.

THE SKETCH DEVELOPMENT PLAN

Anson is a county facing problems that are unique, yet similar to many other rural counties in the state. It is the purpose of the Sketch Development Plan to present broad, long-range planning recommendations as a basis for development. The Sketch Development Plan is a unified vision of the future of Anson County.

A great challenge facing the county is to develop the proper guidance of and response to the economic and social forces causing the decline in the county's population. From 1960 to 1970 the population declined by 1,454 persons, a -5.9 percent change. How Anson will respond and make the necessary adjustments to halt the decline in population is one major problem it must face.

What are some of the problems that are causing Anson County to decline in population? The social, economic, and political makeup of Anson will be affected by its development. Socially, the county is losing many of its younger and more affluent people. These are the people with the greatest economic potential, and their exodus is seriously undercutting the tax base of the county. The county no longer has a socially and economically balanced population, and thus must make special efforts to provide all of its people with equal opportunities.

Listed below are some factors contributing to the economic and social forces causing the decline in the county's population:

1. Heavy dependence for employment in industries which are rapidly decreasing in employment nationally.
2. Little manufacturing diversification or stability.
3. Shortages of male-oriented industry.
4. Underemployment and/or unemployment for displaced farm workers due to lack of industrial development.

5. Housing, education, income levels comparatively low in relation to state and national levels.
6. Lack of urban-type services.
7. Shortage of adequate low and moderate-income housing.

The county government must come to grips with the problems stated above. They must continue to take immediate, active steps toward solving them. The Sketch Development Plan is an attempt to understand the basic social and economic forces at work in the county. With this understanding it will then be possible to make rational development decisions.

The primary goals for Anson County are:

1. To make sure that Anson County obtains a "fair share" of this area's future growth.
2. To give Anson County a socially and economically balanced population and to provide pleasant and healthful areas in which people may reside, shop, work and enjoy leisure activities.
3. An equal opportunity for all to obtain employment, education, and housing.
4. A quality of environment which will produce personal satisfaction and a sense of community pride and identity.

The Sketch Development Plan for Anson County will present a series of broad guidelines for the county's development. Changes can and will also be made to appropriate citizen response. The plan must be flexible enough to meet the changing times in which we live.

THE SKETCH DEVELOPMENT PLAN COMPONENTS

The Sketch Development Plan follows the premise that not very much of the total land area is going to come under active development in the immediate future. However, areas of the county likely to develop are along the major highways--U.S. 52 north and south of Wadesboro, and U.S. 74 east and west of Wadesboro. These areas will develop, but not at a rapid



pace. Some of the best land suitable for potential urban development is the idle agriculture land along the major highways.

INDUSTRIAL AREAS

In order to move toward the major goals of enlarging human opportunities and strengthening the economy, and to preserve and augment the tax base, Anson County must make every effort to encourage the proper locational use of land for industry and manufacturing. The policy should be to seek patterns of development that make best use of the particular service, location, and transportation amenities of the county.

Locational propensities of industries are key variables in the development of a county. As industries move and locate in a different county or in a particular area of a county, employees follow. Industry also means direct income to the county through an increase in employment and in the form of property and income taxes.

Without industry and the increasing mechanization of farming, it could be said that Anson County could not survive at its present size. However, Anson is experiencing the same trend as many other rural counties-- a migration of people to the metropolitan areas. This trend could and must be reversed. The locational amenities of Anson, i.e., the convergence of a major highway system, the concentration of trainable workers, water system, rail access, soil suitability, and farsighted government officials, are factors that can benefit the proper types of industrial firms.



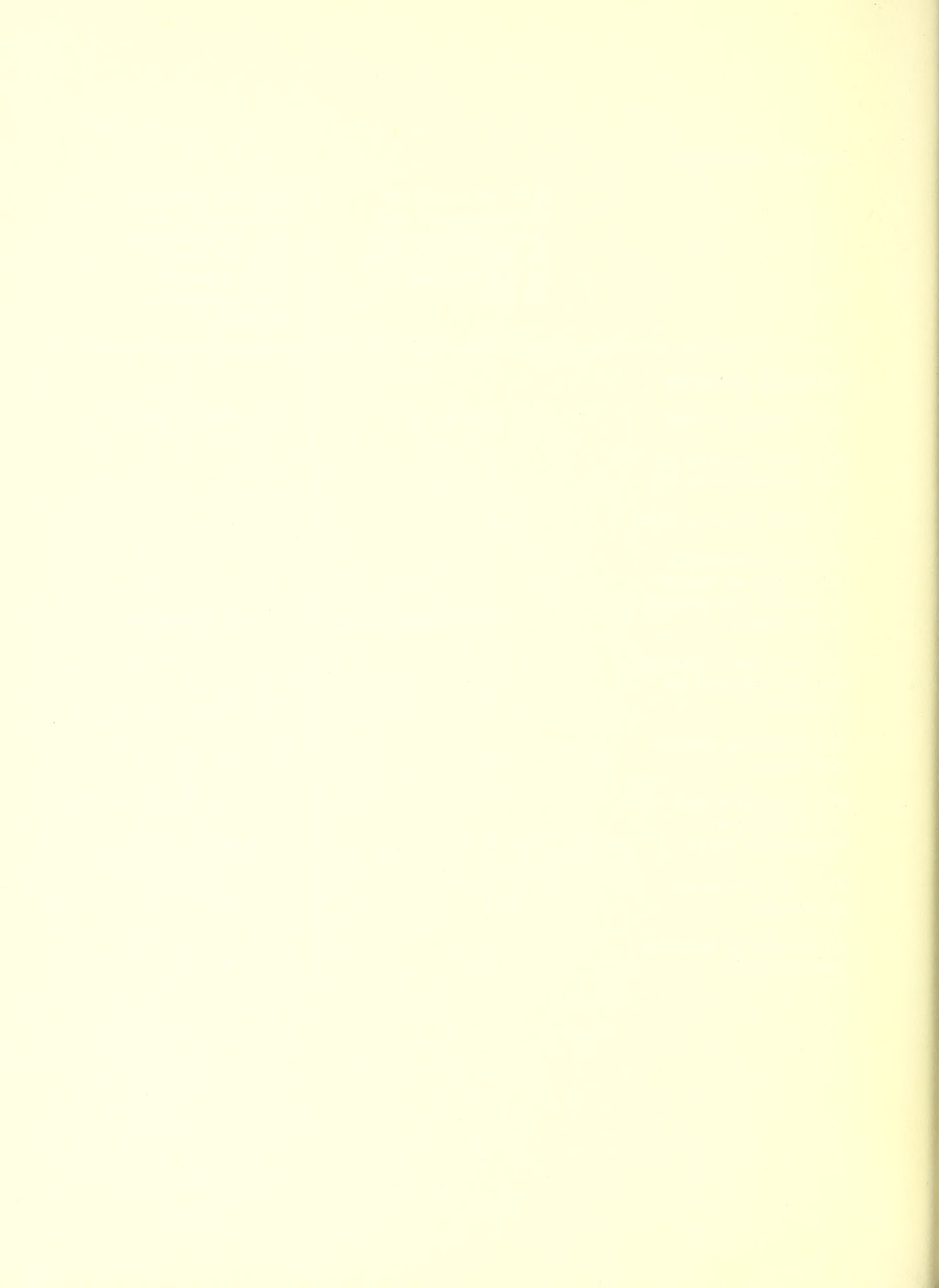
The following areas are selected for prime industrial sites:

1. U.S. 52 north of Wadesboro, beginning at its intersection with SR 1647, along both sides of the highway to SR 1649.
2. U.S. 52 north of Ansonville, beginning at its intersection with SR 1632, along both sides of the highway to SR 1631.
3. U.S. 52 south of Wadesboro, beginning at its intersection with SR 1821, southward along both sides of the highway to SR 1127.
4. U.S. 52 north of Morven, beginning at its intersection with N.C. 145, northerly along both sides of the highway to Jones Creek.
5. U.S. 52 south of Morven, beginning at its intersection with SR 1832, southerly along the west side of U.S. 52 to the intersection of SR 1831.
6. U.S. 74 east of Wadesboro, beginning at its intersection with SR 1740, along both sides of the highway taking in all of the gravel pits, to the Pee Dee River.
7. U.S. 74 west of Wadesboro, beginning at its intersection with SR 1207, along both sides of the highway to the intersection of SR 1422.
8. U.S. 74 west of Wadesboro, beginning at Pinch Gut Creek and SR 1420, along the south side of the highway to the intersection of SR 1249.
9. U.S. 74 west of Polkton, beginning at its intersection with SR 1251, along the northside of U.S. 74 to the intersection of SR 1417.



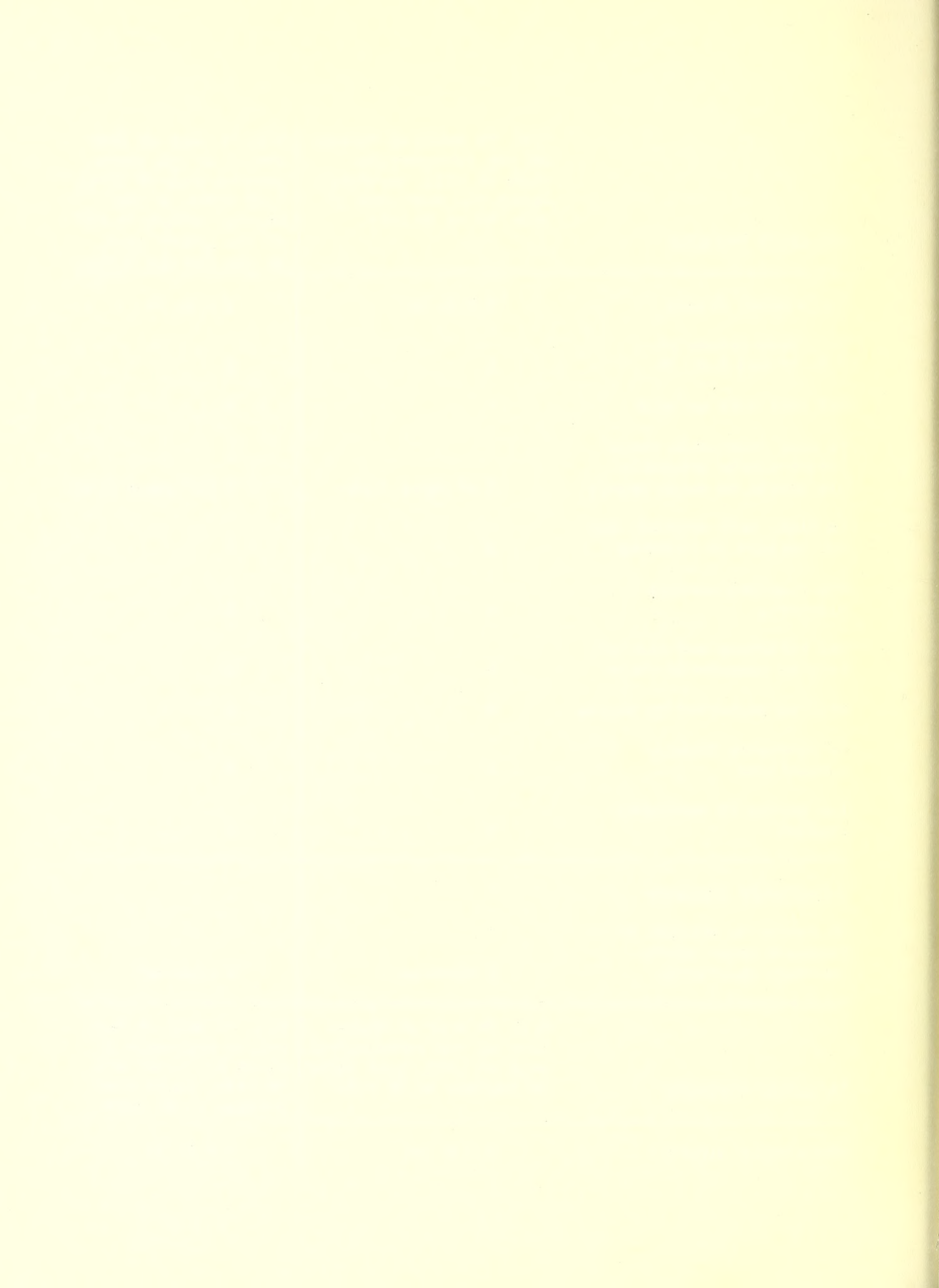
PRIMARY INDUSTRIAL

	U.S. 52 north of Wadesboro, at the intersection with SR 1647, both sides of the highway to SR 1649.	U.S. 52 north of Ansonville, at the intersection with SR 1632, both sides of the highway to SR 1631.
<hr/>		
<u>Favorable Features</u>		
Abuts major artery	X U.S. 52	X U.S. 52
Will have access to U.S. 52 and U.S. 74	X	X
Has rail line on site	X	X
Is near countywide water system and/or presently has access to water supply	X 12" water line	X Ansonville
Is flat, well drained, and not subject to flooding	X	X
Has trucking service available	X	X
Has telephone and electricity at reasonable rates	X	X
Will be protected by zoning	X	X
Is currently totally undeveloped	X	X



Has access to secondary roads	X	X
<hr/>		
<u>Unfavorable Features</u>		
No access to present or proposed water and/or sewerage facilities	X sewerage	X sewerage
<hr/>		
<u>Favorable Features</u>	U.S. 52 south of Wadesboro at the intersection with SR 1821, southward along both sides of the highway to SR 1127	U.S. 52 north of Morven at the intersection with N.C.145, northerly, both sides of the highway to Jones Creek
Abuts major artery	X U.S. 52	X U.S. 52
Will have access to U.S. 52 and U.S. 74	X	X
Has rail line on site	X	X
Is near countywide water system and/or presently has access to water supply	X 12" water line	X 12" water line
Is flat, well drained, and not subject to flooding	X	X
Has trucking service available	X	X
Has telephone and electricity at reasonable rates	X	X
Will be protected by zoning	X	X
Is currently totally undeveloped	X	
Has access to secondary road(s)	X	X
<hr/>		
<u>Unfavorable Features</u>		
No access to present or proposed water and/or sewerage facilities	X sewerage	X sewerage

<u>Favorable Features</u>		U.S. 52 south of Morven at the intersection with SR 1832, southerly along the west side of U.S. 52 to SR 1831.	U.S. 74 east of Wad- esboro at the inter- section with SR 1740, both sides of the highway taking in all of the gravel pits, to the Pee Dee River.
Abuts major artery	X U.S. 52		X U.S. 74
Will have access to U.S. 52 and U.S. 74	X		X
Has rail line on site	X		X
Is near countywide water system and/or presently has access to water supply	X 8" water line		X 24" water line
Is flat, well drained, and not subject to flooding	X		X
Has trucking service available	X		X
Has telephone and electri- city at reasonable rates	X		X
Will be protected by zoning	X		X
Is currently totally undeveloped	X		X
Has access to secondary road(s)	X		X
<u>Unfavorable Features</u>			
No access to present or proposed water and/or sewerage facilities	X sewerage		X sewerage
<u>Favorable Features</u>		U.S. 74 west of Wades- boro at the intersection with SR 1207, both sides of highway to SR 1422	U.S. 74 west of Wad- esboro beginning at Pinch Gut Creek and SR 1420, south side highway to SR 1249
Abuts major artery	X U.S. 74		X U.S. 74



Will have access to U.S. 52 and U.S. 74	X	X
Has rail line on site	X	
Is near countywide water system and/or presently has access to water supply	X 12" water line	X 12" water line
Is flat, well drained, and not subject to flooding	X	X
Has trucking service available	X	X
Has telephone and electri- city at reasonable rates	X	X
Will be protected by zoning	X	X
Is currently totally undeveloped		X
Has access to secondary road(s)	X	X
<u>Unfavorable Features</u>		
No access to present or proposed water and/or sewerage facilities	X sewerage	X sewerage

Favorable Features

U.S. 74 west of Polkton
at the intersection with
SR 1251 along the north
side of U.S. 74 to SR 1417

Abuts major artery	X U.S. 74
Will have access to U.S. 52 and U.S. 74	X
Has rail line on site	X
Is near countywide water system and/or presently has access to water supply	X 12" water line

Is flat, well drained, and not subject to flooding	X
Has trucking service available	X
Has telephone and electricity at reasonable rates	X
Will be protected by zoning	X
Has access to secondary road(s)	X

Unfavorable Features

No access to present or proposed water and/or sewerage facilities	X sewerage
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RESIDENTIAL AREAS

Anson can anticipate most of its residential development to occur along existing roads, in relatively small (5-20 housing units) subdivisions and adjacent to existing residential concentrations.

In the first example, development will occur along secondary roads on one-acre or large lots, particularly in areas which have difficulty in accommodating septic tank filter fields. This growth will, by its very nature, be "scattered" and occur at random throughout the county.

Subdivision development, beyond municipal sewerage systems, will be restricted to those areas in which septic tanks and wells can be accommodated. These general areas are:

1. The northern area of the county in the vicinity of Cedar Hill and U.S. 52 north of Ansonville.
2. South of Ansonville city limits along both sides of U.S. 52 to SR 1636 and 1637.

3. North of Wadesboro city limits along both sides of U.S. 52 to SR 1647.
4. U.S. 52 south of Wadesboro city limits, both sides of highway to SR 1821.
5. In the vicinity of N. C. 109 and N.C. 742 intersection along both highways and SR 1205, to SR 1209 and 1142 near the city pond.
6. U.S. 74 east of Wadesboro at its intersection with SR 1812 along both sides of road to SR 1733.
7. West of Lilesville along SR 1730 to U.S. 74 east of Wadesboro.
8. U.S. 74 west of Wadesboro at its intersection with SR 1207 and 1422 along the south side of U.S. 74 to SR 1249 and northside to Brown Creek.
9. Morven east city limits along N.C. 145 both sides to Flatrock Church.

Other developments will either be large, estate-type (2 acres or more) or the more conventional one-half (or less) acre lot utilizing individual or group package waste treatment "plants". These will develop in close proximity to industries, commercial concentrations, and/or schools. Access to major roads will also be an attracting factor. Rather limited residential development can be anticipated in McFarlan and Peachland communities. They will realize an increase in residential growth, but it will be quite moderate until industrialization occurs.

COMMERCIAL AREAS

Most commercial development will continue to occur during the planning period, in and around the incorporated towns. The most intense development will occur along U.S. 74 west of Wadesboro city limits. The prime attracting factors in this area is the proximity of the school to

desirable residential building sites in the western portion of the county and access afforded by highways N.C. 742 and U.S. 52.

Limited commercial development can be expected in the following areas based on the intensity of industrial and residential development:

1. U.S. 52 north of Ansonville at the intersection of SR 1631.
2. U.S. 52 south of Ansonville at the intersection of SR 1637.
3. At the intersection SR 1649 and U.S. 52.
4. The intersection of SR 1121 and 1249; the intersection of N.C. 109 and SR 1142.
5. The intersection of U.S. 52 south of Wadesboro and SR 1821.
6. The intersection of U.S. 74 and SR 1730.

The above mentioned areas are ideally located to serve their market area without detrimental influence on the thoroughfare system or surrounding development.

AGRICULTURAL AREAS

Agriculture is and will continue to be the primary way of life for many people in Anson County. In recent years the number of farms has decreased; however, the size of farming operations has increased and the total sales of agricultural products continue upward. Mechanization has enabled and made it necessary for farmers to become more efficient and has made their farming operations more diversified.

Rural and vacant land beyond the closely built-up areas in the county is generally considered agricultural in nature even though it may not be used for such purposes. This land use category includes farm land,

pastures, forested and idle lands, comprising approximately 70% of Anson County total land area. Therefore, agricultural land serves as a land bank or reserve which will inevitably yield to residential, commercial and industrial expansion, particularly in view of the present trend of industry moving out of towns to the fringe to have more space. Because of such encroachments into the rural areas of the county, it is important that changes from the agricultural character of the land occur only in accordance with Anson County's Sketch Development Plan, and only at an appropriate time so as to avoid incompatible and uneconomical development and unnecessary pressure for expensive county services.

Soil conservation is an important aspect in the future of farming in Anson County. From the changing techniques and the increase in mechanization used by farm operators in the past, it is obvious that soil conservation has been used. Anson County can expect more diversification of farming in the years to come. Soil conservation is encouraged and as a result profits can be expected. This in itself will have a tremendous impact on the total development.

PUBLIC AND SEMI-PUBLIC AREAS

Recreation

Anson's potential for recreational development is good. Its prime assets are the Blewett Falls Lake and the development of the Pee Dee National Wildlife Refuge, to be operated by the Federal Government Bureau of Sport Fisheries and Wildlife. The total area of the refuge when acquisition is completed will be 8,000 acres in Anson County and 3,000 acres in Montgomery County. The utilization of this land has not yet been

determined, however, the recreation opportunities it affords the citizens of Anson County are unlimited. The boundaries of the refuge are shown on the SDP map.

Blewett Falls Lake is owned and controlled by Carolina Power and Light Company. The lake offers great potential, access is available on a number of state roads which in turn intersect with U.S. 74 east. The area is undeveloped currently, however, when development takes place it could include campsites, picnic areas, nature trails, fishing, small game hunting, boating, swimming, etc. Plan canoe excursions can also be made along most of the river.

The large recreation areas for the county are visible, however, this does not take care of the needs of the county in regard to neighborhood type facilities. Being aware of the recreation needs of Anson County, in September, 1968, the Anson County Recreation Commission entered into a contract to prepare a Master Plan for Recreation in Anson County, North Carolina. The plan was completed in July, 1969. The plan has been studied by the Anson County Planning Board and adopted. It is the general consensus of all concerned that the plan is compatible with the SDP, for example, the area designated for medium residential development in the vicinity of N.C. 109 and N.C. 742 to SR 1142, a large recreation area is also designated. The proposed park sites as outlined in the Recreation Plan are shown on the Sketch Development Plan.

Schools

The Anson County School Survey (N. C. Department of Public Instruction, Division of School Planning, 1970) has already recommended

the expansion, consolidation and re-use of existing school facilities necessary to accommodate the county during the next five years. The recommendations also include the construction of a new Junior High School as a long range objective. The recommended location for this facility is shown on the Sketch Development Plan.

A more detailed study will be made of the school facilities in the second stage of the county's comprehensive planning program.

Fire Protection

Anson County is served by seven (7) fire departments. There are three (3) municipal stations located in Wadesboro, Lilesville and Morven. There are four (4) rural stations located in Peachland, Polkton, Ansonville, and Burnsville with a GA rating.

The location of these existing fire companies provide good coverage for the county on a geographical basis.

In the future, additional fire fighting personnel, equipment, and apparatus will be needed.

Recommendations:

1. Creation of two new fire companies, one in the vicinity of Camden Church near the intersection of N.C. 109 and SR 1121, and another in the vicinity of N.C. 742 north of Wadesboro and the intersection of SR 1641.
2. Creation of a County Fire Marshal office.

Refuse Disposal and Landfill

In 1969, when the Comprehensive Water and Sewerage Report was prepared, it was found that Anson County garbage collection and disposal

system were inadequate. This is basically true today, with some improvements. There are approximately five (5) landfills operating in the county. It has been pointed out by the Health Sanitarian of the county that the landfills are not operated efficiently.

The dumping of garbage on the roadside in the rural areas is prevalent. This practice of indiscriminately dumping refuse from cars while driving to work produces health hazards and generally detracts from the country's natural beauty.

The most feasible method of garbage disposal for Anson County is controlled sanitary landfill. It is recommended that the county take the following steps toward solving the problem:

1. Investigate the acquisition, financing, development, and operation of sanitary landfills;
2. Investigate the Federal Solid Waste Act to ascertain the financial assistance that is available in purchasing sites and equipment; and
3. Investigate the possibilities of using the old gravel pits in the area.

There are two locations shown on the Sketch Development Plan for future landfills.

Site locations for other governmental agencies and services, etc., will be studied in the second stage of the county's comprehensive planning program.

TRANSPORTATION

The basic purpose of a thoroughfare plan is to connect residential, commercial, and industrial areas with readily usable routes; to provide for traffic circulation between focal points in a community and to know in

advance of right-of-way acquisition which streets are to become the community's future major streets and thoroughfares. The thoroughfare plan itself does not go into detailed engineering and design, but merely sets out the alignment and desired street right-of-way width for future use.

Some of the major benefits to be derived from thoroughfare planning are:

1. A minimum amount of land will be required for street and highway purposes.
2. Each street can be designed for a particular purpose which leads to stability of traffic and land use patterns.
3. Because each street is designed for a particular purpose, a substantial savings can be realized in street construction programs and street maintenance costs.
4. Local citizens will know which streets will be developed as major thoroughfares and thus will have assurance that their residential street will not one day become a major traffic carrier.
5. Land developers will be able to design their subdivisions so that subdivision streets will function in a non-conflicting manner with the overall plan.
6. City officials will know when improvements will be needed and can schedule funds accordingly.
7. School and park officials can plan and locate their facilities in desirable places with knowledge of land use and street system stability.
8. By understanding the thoroughfare plan and realizing where and approximately when necessary street widening and construction will occur, much can be done to eliminate irretrievable damage to property values and community appearance as is sometimes associated with major street widening and construction. For instance, new buildings and new tree plantings can be located so as to permit future street construction without damage to the buildings or streets.

The underlying concept of the thoroughfare plan is that it provides a functional system of streets which permits travel from origins to destinations with directness, ease, and safety. Different streets in the system are designed and called on to perform specific functions, thus minimizing the traffic and land service conflict.

Four classifications of highways have been used in formulating the county generalized thoroughfare plan. They are major and minor arterials (which connect population, economic and recreation centers and are numbered NC or US); major and minor collector roads (which interconnect economic, population and recreational centers within the county and adjacent counties, and carry traffic to the major arterials).

The highway system of Anson County is well developed and the efficiency of these highways is being increased constantly by the North Carolina Highway Commission.

U.S. highways 52 and 74 are the two major arterials bisecting the county north and south, and east and west, respectively.

U.S. 52

This route is now in the planning stage by the North Carolina State Highway Commission. The tentative plan is shown on the Thoroughfare Plan Map. The plan is to relocate U.S. 52 east of its present location, beginning at SR 1636 extending through Ansonville and crossing old U.S. 52 at its intersection with SR 1629 and tying in with the proposed thoroughfare plan of Stanly County. The proposed relocation will relieve Ansonville of the heavy traffic volume U.S. 52 carried between Wadesboro and Albemarle.

U.S. 74

This route is now under construction west of Wadesboro. When construction is complete, Anson County will have a modern dual-lane highway from Wadesboro to Charlotte. As shown on the Thoroughfare Plan map, tentative plans are being formulated for U.S. 74 to bypass to the north of Wadesboro. However, the exact route has not been determined. In the

tie-in with U.S. 74 east, some considerations must be given to the following: (1) the residential development along SR 1730 between Lilesville and Wadesboro; (2) the rough topography in the area. The proposed U.S. 74 bypass meshes with the previously adopted thoroughfare plan by the North Carolina State Highway Commission and the Town of Wadesboro.

Minor Arterials

N.C. 109. There are minor improvements scheduled for this highway outside the town of Wadesboro; however, with the concentration of people living along this route northeast of Wadesboro, it is recommended that this portion of N.C. 109 be widened and resurfaced at least from Wadesboro to its intersection with SR 1714.

U.S. 52 south of Wadesboro. This route extending from Wadesboro through Morven and McFallan to South Carolina is in good condition and no major improvements are needed. However, resurfacing should be scheduled during the next six years.

Major Collector Roads

N.C. 109 southwest, N.C. 742, N.C. 145, and N.C. 218. These highways are in fairly good condition. As development occurs the need for improvement can be more readily determined and justified. Based on the existing and anticipated development pattern, improvements will be warranted as follows:

1. N.C. 145. Resurfacing, widening, and realignment between Morven and U.S. 74 east should be scheduled during the next three years. These improvements will ease the flow of traffic along this route when the new knitting plant becomes operational east of Lilesville.
2. SR 1205. Resurfacing, widening, and realignment between SR 1121 and Wadesboro should be scheduled during the next five years.

3. N.C. 109. Resurfacing and widening the section between Wadesboro and SR 1209 should be scheduled during the next five years.
4. N.C. 742. Resurfacing and widening the section SR 1641 and U.S. 52 should be scheduled during the next ten years. The improvements will connect the outlying rural areas in the northwestern section of the county to the commercial and industrial development anticipated on the fringes of Wadesboro.
5. N.C. 218. Resurfacing, realignment, and widening will be needed for the section between SR 1438 and Polkton; this too, should be scheduled during the next ten years.

It is also anticipated that during the planning period, most of the development along these routes will be low to medium density residential.

Minor Collector Roads

Minor collector roads are scattered throughout the county and are shown on the thoroughfare plan map. There will be needed improvements as the county develops (i.e., realignments, widening, resurfacing, shoulder repair, etc.). These improvements should be scheduled as follows during the next ten years:

1. SR 1745 to SR 1748
2. SR 1744, the section between U.S. 74 east and 1704
3. SR 1801, the section between U.S. 74 east and N.C. 145
4. SR 1703 to SR 1634
5. SR 1634, the section between U.S. 52 south of Ansonville and SR 1703
6. SR 1621 into Ansonville
7. SR 1812, the section between its intersection with SR 1733 to N.C. 145

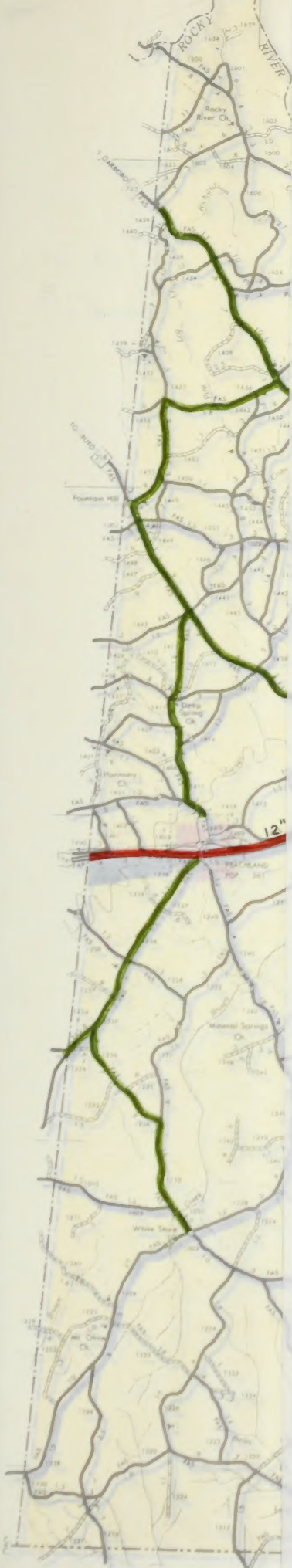
EXISTING & PROPOSED
WATER SYSTEM

ANSON COUNTY
North Carolina



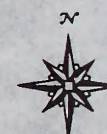
WATER TREATMENT
PLANT

LEGEND
EXISTING MAINS
PROPOSED MAINS



EXISTING & PROPOSED
WATER SYSTEM

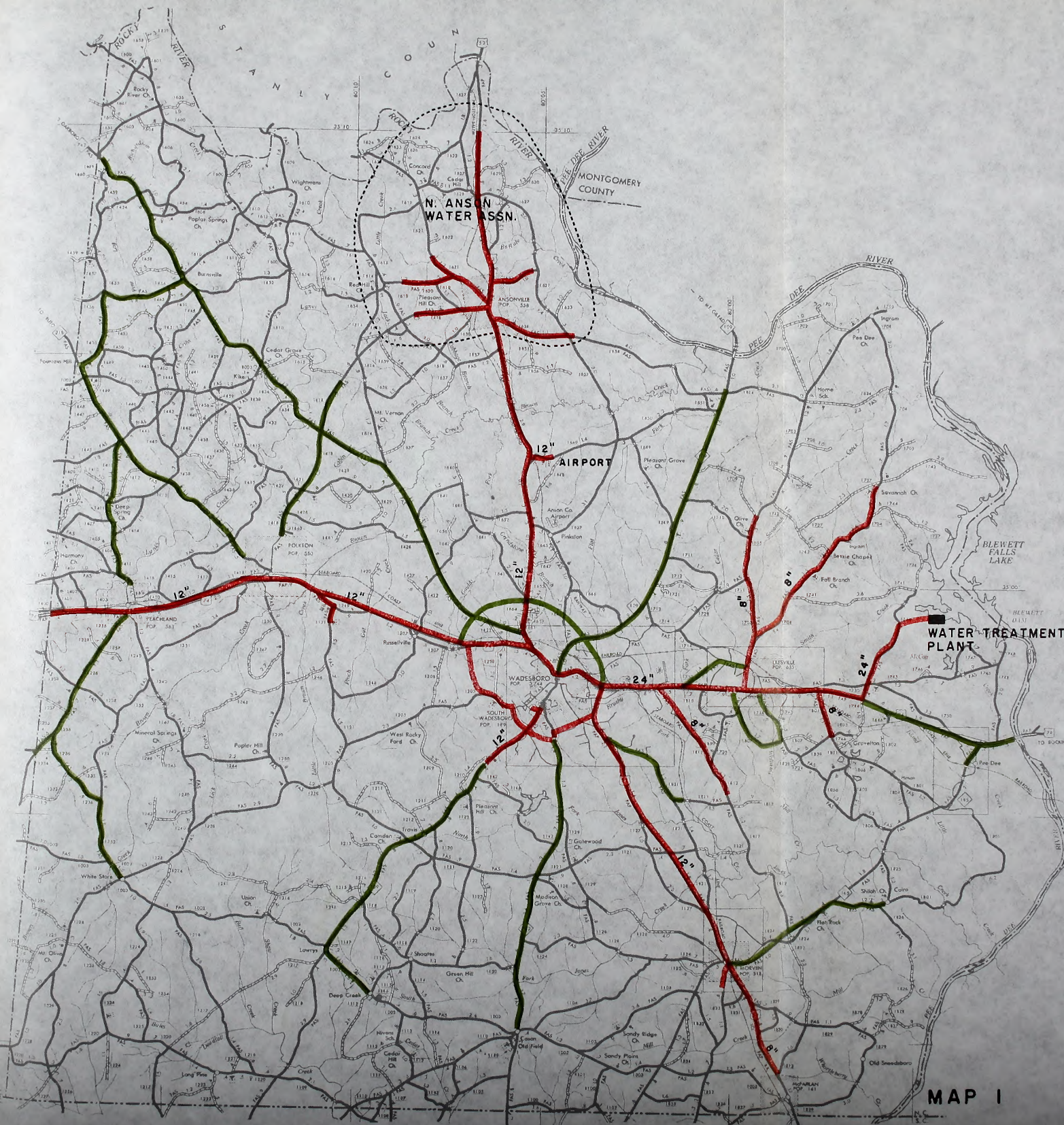
ANSON COUNTY
North Carolina



LEGEND

- EXISTING MAINS
- PROPOSED MAINS

MAP I

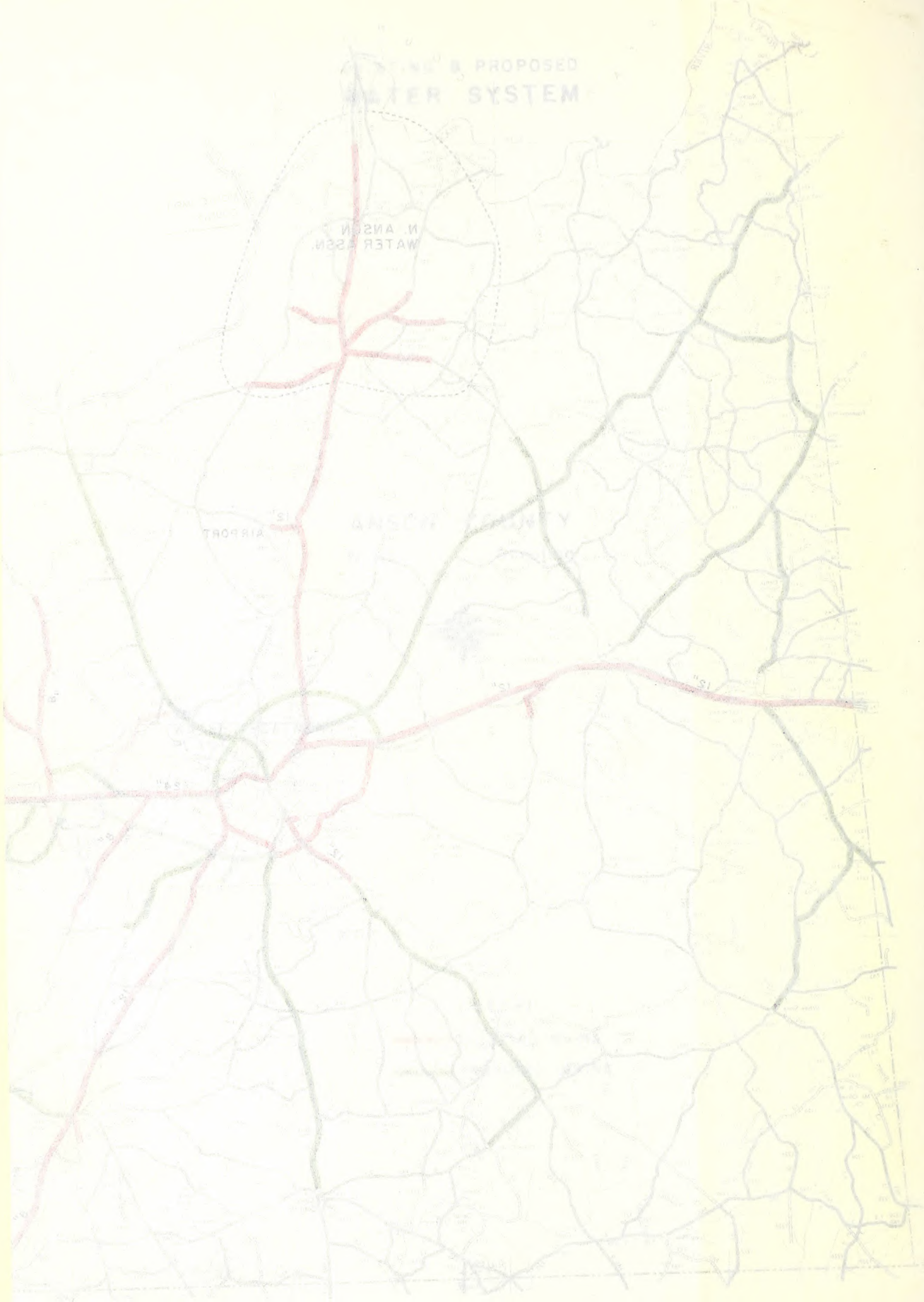


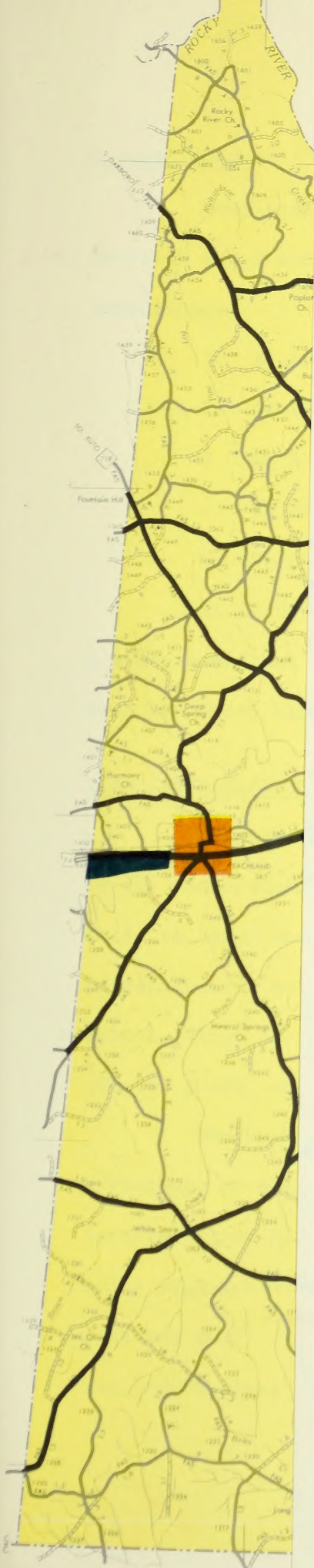
STAGE 2 PROPOSED WATER SYSTEM

WATER TOWER

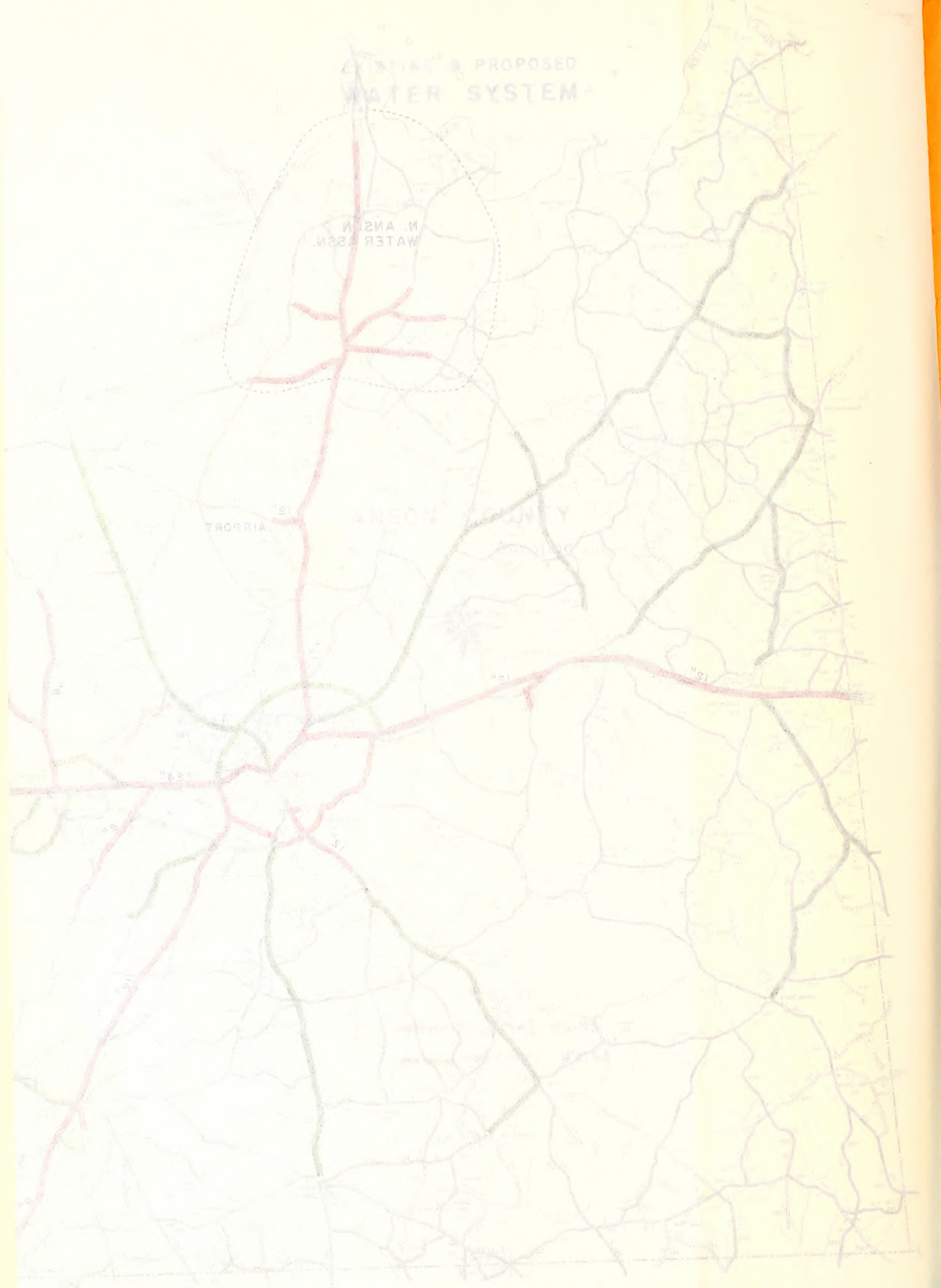
AIRPORT

WATER TOWER





EXISTING & PROPOSED WATER SYSTEM



SKETCH DEVELOPMENT PLAN

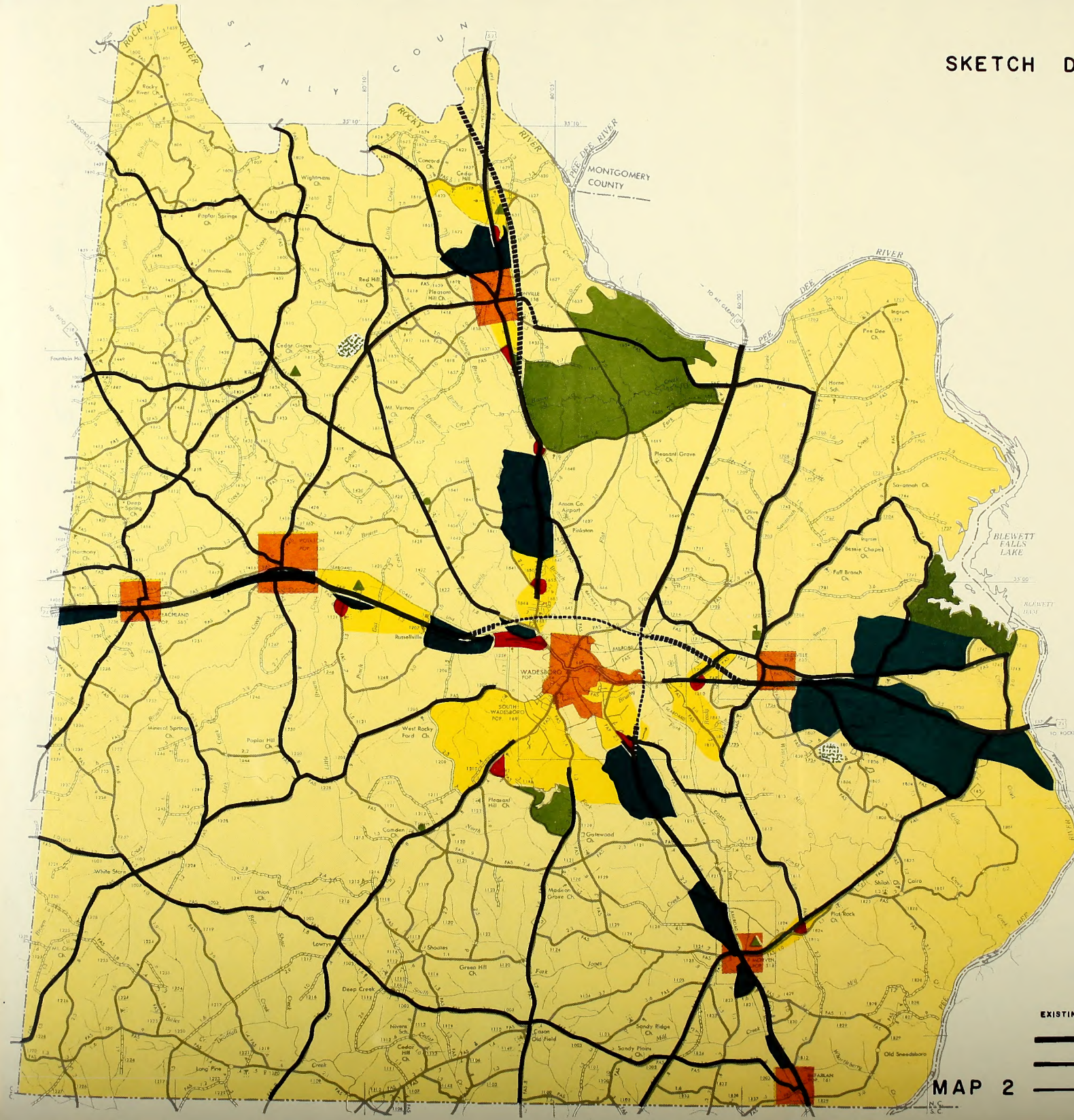
ANSON COUNTY North Carolina



LEGEND

- URBAN AREAS
- RESIDENTIAL
- AGRICULTURE & RURAL RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMIPUBLIC
- PROPOSED PARKS
- PROPOSED SCHOOLS
- PROPOSED FIRE STATIONS
- PROPOSED LANDFILLS
- EXISTING THOROUGHFARES
- PROPOSED THOROUGHFARES
- ARTERIALS
- COLLECTORS
- URBAN THOROUGHFARES

MAP 2



Unpaved Roads

Many roads in the county are unpaved. In view of development patterns and trends, the following should be paved and improved immediately:

1. SR 1741, the section between SR 1704 and SR 1744
2. SR 1744, the section between SR 1741 and SR 1704
3. SR 1208, the section between U.S. 74 west and SR 1205
4. SR 1209, the section between N.C. 109 and SR 1205
5. SR 1812, the section between SR 1829 and N.C. 145

It is further recommended that the Board of Commissioners appoint a study committee to determine and schedule the needed improvements in accord with the State Highway Commission's road improvements programs.

PLAN INTERRELATIONSHIPS

Transportation constitutes one of the most important elements in the socio-economic development of Anson County. Future land use trends will, in large measure, reflect the basic decisions of the overall transportation policy. The economic growth of the county will to a great extent, hinge on a transportation network that can effectively transport people, goods, and materials to and from the county.

The highway network of Anson County is well developed and the efficiency of these highways is being increased constantly by the North Carolina State Highway Commission. Anson County is fortunate to have two major highways bisecting the county; U.S. 52 north and south, and U.S. 74 east and west. As shown on the Sketch Development Plan the primary industrial sites are located along or near the major highways.

The scheduled improvements for the major highways will without a doubt increase the industrial potential for the proposed sites.

The scheduled improvements for the major and minor collector roads are geared to correspond with the anticipated residential and recreational development to facilitate the movement of people to and from these areas and in some instances to major industrial areas (i.e., the scheduled improvements of N.C. 145).

Also, development of the Wildlife Refuge between U.S. 52 north and the Pee Dee River should attract many people from beyond Anson County's boundaries. Furthermore, the active and passive recreational aspects will help maintain the attractive residential character of this section of the county; therefore low-density residential development can be anticipated. The road network, proximity of schools and shopping areas, recreation, etc., are all indicative of the area's future needs.

Industrialization of areas in and around Wadesboro and other urban areas (Polkton, Peachland, Morven, Ansonville, and Lilesville) also indicate the need for plan coordination. With water available, heretofore "unusable" land now becomes quite developable and the related demand for additional facilities and services increases. Homesites, commercial outlets, educational and recreational facilities, improved roads, land use controls, etc., must be provided in order to facilitate compatible development.

In essence, Anson's potential growth areas are relatively well-defined. Now all plans must be interrelated in order to assure sound and meaningful implementation of the comprehensive planning program's goal and objectives.

IMPLEMENTING THE PLAN

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Plan implementation is merely a complicated way of saying "putting plans into effect". The fact that this is a brief discussion of the implementation of the Sketch Development Plan should not convey the idea that no steps are taken to carry out the plan until everything is wrapped up in a report. As a matter of fact, citizen education is a continuous process beginning even before the appointment of a Planning Board, and many policy decisions and regulatory steps are taken before all elements of the plan are adopted. Plan implementation is perhaps the most difficult phase of the entire planning process. This is due to two principal factors:

First, it is a continuous activity. From the creation of the Planning Board itself, there are actions to be taken by the Board and County governing body that could be termed implementation.

Second, the drawing and projection of plans is not likely to offend many people, but when these plans go into effect, some points of distress will probably appear. The Planning Board cannot avoid this situation, but must constantly weigh individual hardship against the general welfare of the total community.

The continuous aspect of planning must constantly be borne in mind. The community which says, "We are planning" has a far better chance of realizing its objectives than the community which says, "We have a plan." The finality of the latter statement tends to stamp that community as one which has a prepared plan report but is doing little to convert it to an active program.

The following tools--developed as part of the Sketch Development Plan--aid in the accomplishment of plan recommendations.

ZONING

Regulation of private development to foster compatible land uses is the main purpose of zoning. A proposed zoning ordinance under contractual agreement, will be prepared. Indications are that an ordinance will be adopted and enforced. (Wadesboro enforces zoning only within its corporate limits; no other municipality has zoning.)

SUBDIVISION REGULATIONS

These regulations set standards for lots, roads, building setbacks, the drawing of plats, etc., in regard to land to be subdivided for residential use. It is recommended that these regulations be adopted by the county and be administered immediately. (Wadesboro enforces subdivision regulations within its corporate limits; no other municipality has subdivision regulations.)

IMPROVEMENTS PROGRAM

Needed capital improvements under this program can be scheduled over the twenty-year comprehensive planning period. An advantage resulting from such programming includes foreseeing needed capital expenditures and formulating financial plans in advance of actual project need. This facilitates the maintaining of a relatively consistent tax rate as opposed to a sudden and sometimes drastic tax increase. Included in this would be recommendations for the establishment of "capital reserve" funds to finance long-range improvements. The improvements program would be associated with short-range (five-year) capital improvements budget.

BUILDING AND HOUSING CODES

These codes (electrical, heating, plumbing, minimum housing, fire prevention, etc.) are designed to insure safe and sound building construction and maintenance. The North Carolina Uniform Residential Building Code and a Minimum Housing Code should be adopted and enforced. Also, a countywide housing authority, to build low-rent units in rural communities, should be established. (Wadesboro enforced building and housing codes within its corporate limits; no other municipality has building or housing codes.)

CITIZEN PARTICIPATION

The Planning Board and County Commissioners must not hide their work. Instead, they should institute measures for ensuring effective citizen participation and understanding. Every opportunity should be taken to distribute information and solicit citizen view on portions of the plan with which the Board is working; to obtain newspaper publicity and present talks and programs on community planning before civic clubs and groups. Pamphlets or information leaflets can be prepared to explain specific projects or actions. Not only should publicity reports be initiated, but efforts to explain the reason for doing it with emphasis on how it related to community's future must be made.

OTHER TOOLS

All elements of the comprehensive planning program in particular the Sketch Development Plan, should be (after formal adoption) periodically reviewed and revised as conditions warrant. This review should enable County Commissioners to seek all possible assistance in implementing the

plan's recommendations. The review should be made by the Planning Board and incorporated in its annual report to the County Commissioners, giving information regarding conditions of the county and any plans or proposals for the development of the county, and estimates of the costs involved.

Not all of the means for plan implementation can be listed here. Many federal programs, such as FHA grants for water and sewer facilities, are available for major county projects. Other programs that should be investigated include assistance involving community renewal and rural renewal programs, solid waste (garbage) disposal facilities, and open space acquisition for parks, conservation and historic properties. Aid from private groups should be enlisted also, such as community development organizations, Anson Technical Institute, the School Board, and Farm and Home Demonstration groups--all of which could provide much help in implementing portions of the overall plan in their particular locality. Private enterprise should also be requested to help county planning efforts in reference to such developments as shopping centers, mobile home parks, and industrial parks.

PRIORITY PROGRAM

1971-72

1. Formal adoption of the Sketch Development Plan and Thoroughfare Plan by the Anson County Board of Commissioners.
2. Adopt and enforce zoning ordinance.
3. Adopt and enforce subdivision regulations.
4. Adopt and enforce building and housing codes.
5. Establish a housing board.
6. Begin an active planning education program throughout the county through the newspapers and by means of talks to community groups and in schools. Also, regularly and systematically invite citizens from various sections of the county to meet with the Planning Board for advisory purposes.
7. Initiate areawide clean-up, fix-up campaigns.
8. Organize and provide free transportation to Anson Technical Institute from central locations in the county.
9. Establish a county housing authority to select sites for the construction of low-rent units in rural areas.
10. Coordinate CAP activities toward manpower development, and involvement of blighted area residents in all elements of neighborhood improvement.
11. Study the feasibility of a joint county-cities inspection department.
12. Utilize federal programs relative to improving area housing.
13. Maintain contact with the Department of Conservation and Development, Division of Commerce and Industry, to promote, locate and finance diversified industrial development.
14. Prepare capital budget, and
15. Continue development and implementation of the comprehensive planning program.

1972-76

1. Continue implementing 1971-72 program.
2. Begin development of recreational facilities in accord with Recreation Plan.
3. Begin development of selected areas sewage disposal system.
4. Construct units of low and moderate income rental housing units.
5. Program intergovernmental coordination of plans and activities.
6. Prepare and implement a low-income/minority group opportunity program.

SUMMARY

There are indications that the decrease in population will be reversed in the future. Recent announcement of a new industry (employing about 200 people) located east of Lilesville will not only add to the work force, but should also attract other new development. e.g., new homes, commercial outlets, etc.

Furthermore, the County's water system will certainly facilitate growth--industrial, commercial and residential. This new development will occur primarily along the major highways or in close proximity to the water lines.

In addition, development of the wildlife will help preserve open space which is also an attraction to prospective residents. This will further Anson's "image" as a desirable community in which to reside, work and enjoy leisure activities.

These are a few of the factors that indicate an overall growth potential. Anson will not "boom" overnight, but the opportunity and resources exist whereby controlled growth can be maintained.

